

## **Indiana Toll Road Fact Sheet**

### **Current Status**

- The Indiana Toll Road no longer pays for itself. Funds currently cover operating expenses, but not road and bridge maintenance into the future. Also, added travel lanes and other major capital projects are being deferred.
- Tolls were last increased 20 years ago. The consumer price index (CPI) has grown 80 percent during this time period. The Toll Road's current rate schedule is significantly below that of neighboring states.
- The State of Indiana is proposing an increase in tolls that will be effective in the second quarter of 2006. The new proceeds will be used to:
  - Make improvements to the Toll Road (\$226 million)
  - Build additional state highway projects (\$344 million)
  - Provide grants to Northwest Regional Development Authority (\$100 million)
  - Issue grants to local communities in Toll Road counties (\$100 million)
- The State of Indiana will initiate a detailed analysis of the Toll Road's value and explore the possibility of leasing the highway to a private company.

### **History**

- In 1951, the Indiana General Assembly passed legislation creating the Indiana Toll Road Commission.
- The Commission issued bonds for the construction of the Indiana Toll Road – which opened to traffic in late 1956.

### **Community Financial Support**

- From 1985 to 1997, the Toll Road generated sufficient revenue to permit the State to provide funds to local communities, in the form of grants and loans, to assist with transportation improvement projects. The program was very popular, but had to be discontinued due to tightening budgets and a need to maintain the Toll Road.

### **Location and Ownership**

- The 157-mile roadway spans northern Indiana from its border with Ohio to the Illinois state line – near Chicago.
- The Indiana Finance Authority (IFA) owns the highway. The Indiana Department of Transportation (INDOT) operates the facility for the IFA.
- The Toll Road relies on tolls paid by customers for bond payments, highway maintenance and construction, salaries and offices for Indiana State Police officers who patrol the highway and operating expenses (staff salaries, facility upkeep, etc.). No gas tax money or other state revenue is used for the Toll Road.
- 2004 Toll Road revenues show that 66 percent is derived from out-of-state vehicles, 18 percent from in-state cars and 16 percent from in-state trucks.